

















## FOUR GOOD INDIANS.

## A Rumored Fight With Red-skin Marauders.

Ranchmen Become Tired of the Hostile Depredations.

A Skirmish Occurs and a Quartette of Braves Are Killed.

The Bad Lands Camp Moved Back Into the Rough Country—Great Excitement Near Oklahoma.

By Telegram to The Times.

CHICAGO, Dec. 8.—[By the Associated Press.] Gen. Miles this morning received a telegram from Buffalo Gap, S. D., saying: "Ranchmen and Indians have had a slight skirmish. The situation is becoming serious, for the settlers are unarmed. Can you send fifty good rifles and ammunition, so that the settlers can defend themselves?"

The General will leave for the scene of the Indian troubles tomorrow.

OMAHA, Dec. 8.—A special from Custer says that not far from Buffalo Gap, T. W. Warren, a ranchman, with four of his men, attacked a raiding party of Indians and killed four. This story is not verified.

A special from Rapid City, S. D., says that a band of Indians from Little Wound's camp have been raiding and killing, and are now burning and stealing household goods.

Today twenty armed men left Rapid City for the Indian camp. They will be joined by ranchmen, and if they are not interrupted by troops, will attack the Indians.

MOVING FURTHER IN.

The Bee's Pine Ridge special says: A scout came in tonight and reported that no sooner had the hostile chiefs returned home from council held Saturday than they proceeded to move their camp several miles deeper into the Bad Lands, instead of counseling a move therefrom as advised by Gen. Brooke.

DANCING IN OKLAHOMA.

GUTHRIE (I. T.), Dec. 8.—Couriers arrived this afternoon, bringing information that the uncivilized tribes of Cheyennes, Arapahoes and Comanches just west of the Oklahoma border-line, are in a state of high excitement over a ghost dance started by runners from the Dakota Sioux. They are very threatening, and Government Agent Steele has asked the Legislature to take immediate action by which the citizens can organize a militia company for protection. The craze among the tribes east of here has subsided.

HAWAIIAN RECIPROCITY.

King Kalakaua Anxious for Its Speedy Consummation.—[By the Associated Press.] Mr. Carter, Minister from Hawaii, left this city tonight for San Francisco to consult with King Kalakaua. To a reporter he expressed the belief that the story from San Francisco that the King is here on a mission of annexation is an absurd invention. He said: "I am free to say that he is anxious for the extension of the reciprocity plan to all products of the islands, and it is, no doubt, on that subject that he wants to talk to me. He is a firm believer in the benefits of general reciprocity, and eager to see it consummated. I should be glad also if the thing could be done, but do not think it wise to take any steps at that direction at present, in view of the attitude of the political parties. The late election effectually blocks us for the present."

BOUGHT ON THE RISE.

Colorado Smelters Squeezed by the Sudden Drop in Silver.—[By the Associated Press.] The Herald's Denver special says: The unsettled condition of the silver market is causing serious trouble among the Colorado smelters and miners, producing low-grade ores. Unless something is speedily done by Congress hundreds of low-grade mines in the State will be compelled to close down. When the price of silver went up under the present silver bill low-grade producers sent thousands of tons of ore to the smelters, which was purchased at an advanced price. The smelters are now loaded down with low-grade ore which cannot profitably be treated at the present price of silver. They figure the loss since the beginning of the present decline at 10 cents per ounce on \$4,000,000 worth of the mineral. Hundreds of miles are expected to shut down.

Destitute Dakota Farmers.—[By the Associated Press.] The Herald's Denver special says: The reports of destitution in South Dakota. He declares that the boomers are trying to conceal the facts, and says that in seven counties, on account of the loss of crops through drought during the past three years, the farmers are destitute, and will starve unless aided. Aid is being contributed by citizens of the State, but he thinks a general appeal should be made.

An Offer for the Strip.

KANSAS CITY, Dec. 8.—John A. Blair, secretary of the Cherokee Strip Live-stock Association, said today that the association is about to offer Chief Mays \$200,000 for the strip. If accepted, \$1,000,000 cash will be paid down and the remainder in a short time, and the association will go to England to sell bonds on the land.

A Thief and a Murderer.

CLEVELAND (O.), Dec. 8.—At Wellington, O., this afternoon David Hoke shot and killed S. L. Sage, and then suicided. Both men were old citizens. Sage kept a grocery, and Hoke worked for him. Sage caught Hoke stealing groceries, and demanded a settlement, whereupon the shooting occurred.

Suit for Breach of Contract.

CHICAGO, Dec. 8.—Pierre Wibaux, a wealthy Montana cattleman, today began two suits, aggregating \$90,000, against Nelson Morris, the packer. The suits were for breach of contract and for damages for alleged failure to carry out an agreement whereby Morris was to take from plaintiff a large number of cattle at a certain price.

Stabbed by Poles.

NEW YORK, Dec. 8.—Peter Dempsey, a cousin of Jack Dempsey,

the prize-fighter, while endeavoring to save Mary Allen, a pretty 18-year-old girl, from a criminal assault by two Poles in Brooklyn last night, was probably fatally stabbed. His assailants were arrested.

Pardoned by the President. COLUMBUS, Dec. 8.—Dock Smart, a United States prisoner serving a life sentence in the Ohio prison, from Tucson, Ariz., for attempted train robbery, has been pardoned by President Harrison. An investigation having proved him innocent.

Summoned to Washington. KANSAS CITY (Mo.), Dec. 8.—United States Minister Ryan, who has passed through the city for Washington today, has been summoned to the capital by the Secretary of State, for some reason unknown to himself. He denied that he contemplated resigning.

RAILROAD TARIFFS.

CHAIRMAN WALKER DISCUSSES RATE-CUTTING.

A New General Manager for the Union Pacific—Pierpont Morgan Calls a Meeting of the Presidents.

By Telegram to The Times.

NEW YORK, Dec. 8.—[By the Associated Press.] The Journal of Finance today made public for the first time a lengthy letter written by Chairman Walker of the Interstate Commerce Railroad Association to various railroad presidents, on the general condition of railway affairs and plans for reforms in the present methods. He says that the present legislative attitude of Congress and the States is injurious, but that railroad difficulties are not wholly due to that cause. Competition, as it exists among carriers, is ruinous, he says. This situation, he says, pleases the reflecting public and the necessary inference is that the railroads are playing their adversaries' game. He refers to the fact that during the past fifteen years the Interstate Commerce Commission in the United States has been reorganized or passed through foreclosure proceedings. He does not believe that this suicidal process is being controlled, but says that radical changes are required. He points out that in passenger and freight rates brought about by scalping, secret agreements, rebates, etc., and says that 50 per cent. of all tariff changes made are reductions. He accuses them of systematic passenger rate-cutting and calls it competition gone mad. Such wild and reckless methods are not in the interest of the public, and are ruinous to the railway systems. He calls on the presidents to recognize the essential unity of railway interests and make a new treaty, based on disarmament.

He says that the first few months of the life of the Interstate Commerce Association is commonly referred to as a comparatively successful period of administration among western roads. It was really armed neutrality. Every line maintained its fighting force fully armed and equipped. The lines should rid themselves of machinery for rate-cutting, either open or secret. The fundamental principles of the association should be a concentration of authority and reduction of interests. A traffic division should control the actual handling of business. A rate division should have the exclusive right to contract with connecting roads in respect to the exchange of business and division of joint rates, and with shippers at all points outside the association's territory. Joint agencies should replace the innumerable separate agencies now in vogue. This might be extended ultimately to competitive points upon the lines of members.

The work of the traffic division also might very properly embrace the clearing-house idea, under which it would receive copies of all billings, adjust accounts between companies, settle all loss and damage claims, etc. Under such a concentration of methods the danger of rate-cutting, either secret or open, would be substantially eliminated. The net revenues of every line protected and the public better served.

NO THOUGHT OF A RECEIVER.

The Union Pacific's Debt Said to Be Well Provided For.—[By the Associated Press.] Director Ames of the Union Pacific says, in an interview: "The floating debt of the Union Pacific was fully explained in last year's report. It has been reduced during the past year by \$4,000,000, and is now about \$11,500,000. Mr. Gould knew all about the floating debt when he entered the directory, and he has discovered nothing new about it. He agreed to take care of it, and has provided for the January 1 requirements, which are less than \$2,000,000. Mr. Gould expressed great satisfaction at the appearance of everything connected with the property. He has no more idea of a receivership for the property than I have for the Ames building. I do not know of any scheme for funding the Union Pacific debt. We can easily pay it when the railroad bond market revives."

NEW YORK, Dec. 8.—A meeting of the Executive Committee of the Union Pacific today appointed S. H. Clark, now general manager of the Missouri Pacific, as general manager of the Union Pacific. At a meeting later of the Union Pacific board of directors, Clark will be elected vice president. H. W. Holcomb, present general manager, has been made assistant to Clark. Clark will retain charge of the operating department of the Missouri Pacific, but receive the help of an assistant general manager, who has not yet been discovered.

The Presidents Called Together. NEW YORK, Dec. 8.—J. Pierpont Morgan has sent a telegraphic invitation to the presidents of all railroads west of Chicago to meet at his house in this city on the 15th, for the purpose of discussing the railroad situation with a view of renewing the "presidents' agreement."

Woman's Exchange, No. 125 East Fourth street, opening December 9 and 10. Novelty, prize, drawings, draw, Mexican engraved leather.

DEED.

JACKSON—At Butte City, Mont., Nov. 7, of pneumonia, Harry E. Jackson, beloved son of Mrs. E. J. Jenkins and brother of Carrie E. Jackson of Los Angeles.

ESTUILL—In this city today, Dec. 8, 1890, at 11:30 a. m. Mrs. Adelaide M. Estuill, wife of J. G. Estuill, died at her residence, 1100 N. Main street, after a long illness. She was 62 years of age. Burial services at the Fort. M. E. Church at 11 o'clock Wednesday morning. Place of interment, Evergreen Cemetery. Friends are invited to be present.

HOWE—Died Dec. 8 at 4 p. m., 926 Georgia street, of pneumonia, in this city, George V. Howe, aged 20 years. Burial from residence at 2 p. m. Dec. 9, at 1 o'clock, at the residence of J. H. P. Howe, a cousin of Jack Dempsey,

BURIED ALIVE. A MAN CAUGHT BY A CAVING SEWER TRENCH.

Rescued Alive and Uninjured After Two Hours' Hard Work—The Thrilling Experience of John Genella.

John Genella, an Italian pipe-layer at work on the sewer on the river bank at Water street, East Los Angeles, had an experience yesterday which he will remember as long as he lives. The pipe at this point is being laid in sand and the walls of the trench are supported by boards. At the point where Genella was working the excavation is fifteen feet deep, and there has been considerable trouble from caving. Yesterday morning he was partially buried under the falling sand, but was dug out and continued at work. Yesterday afternoon at 2 o'clock another cave occurred, and Genella was buried completely under four or five feet of sand. It was not noticed for some time, and it was not until late in the afternoon that the men realized what had happened. They went to work with a will to rescue their comrade. It was thought of course that the man had been killed, but no time was lost, and in about fifteen minutes the sand had been removed, and his head unburied. Genella was found to be in a partly sitting position, with his legs tightly wedged under the bank in such a manner that he could not be extricated until more sand was removed. The men continued to work, and just as they were about to reach another cave occurred, and again the man was completely buried. Again the sand was removed, and again the bank caved, covering the unfortunate man to his shoulders. In the meantime the police station had been telephoned and the patrol wagon sent to the point. A crowd of men gathered about the trench, watching the efforts of the workmen to extricate their comrade. The poor fellow was suffering from the effects of the caving, and the men were all times ready to prove this assertion should necessity require it. Secondly, we make the assertion that there has been a misconception as to the weight of responsibility resting upon the railway telegrapher. Third, we assert that employers have, in times past, become themselves responsible for the low grade of efficiency manifested in this department—actuated by a desire to secure services at the lowest possible expense by employing boys and inexperienced men at nominal salaries, regardless of any standard of efficiency.

These three statements being facts, we have before us a matter of importance to every man, woman or child within the limits of the State, and a matter which should be of the greatest importance to the public alike, and unless something shall be done to prevent the wanton destruction of human life and private property by employers, there can be no question but that legislation should be adopted compelling the employment of only reliable and competent men, qualified in every respect to assume the responsibilities of the service. It might not be out of place to briefly state some of the necessary qualifications of a railway telegrapher. He should be old enough to realize the responsibility which he assumes by reason of his position. The time has been when the "boy telegrapher" was greatly admired by the general public, and it was no uncommon thing to see a newspaper item that "Little Johnny Smith, a boy of only 10 years, has been appointed day operator at Smithville. John was said to be the youngest operator in the State, but he is better than many of those with whom he works. He is quite a curiosity, perched upon a high office stool, his feet dangling, and his little fingers flying over the keys of the lightning rapid telegraph. Johnny was quite a dime museum freak, the wonder and admiration of his playmates who as yet had not advanced further than "marbles for keeps," "kumby-kumby," "leapfrog," and kindred amusements. But alas! One day when Johnny took a train order, with his matured mind preoccupied with thoughts of the coming circus or the candy and peanuts he would buy with his money, he forgot his princely salary, he neglected to properly deliver the order, and as a consequence two engines, going in opposite directions attempted the use of the same single track, and the lives of brave men were sacrificed. Johnny's mistake was a sacrifice to Johnny's precocity. Then the bereaved ones began to think that little Johnny had better wait awhile before attempting to handle a train order, and the lives of a human life has always been met with the strongest legislation making it a crime, and we venture the prediction that competency rather than cheapness must be the voluntary rule adopted by employers in filling positions in the telegraphic department, or the general public will adopt measures compelling such a course. In a recent accident caused by a "boy telegrapher" losing his head," to use a common expression, resulting in the loss of life and great destruction, the evidence at the coroner's inquest established the fact that the boy, not 17 years of age, received a salary of \$30 per month. No responsible person would expect that any degree of competency could be purchased for such a price. The same rule holds in the employment of labor as in the purchase of merchandise—to procure the best at a good price is a good principle. Cheap prices procure shoddy goods. Men or women who qualify themselves for the responsibilities of a railway telegrapher and are really qualified can command a compensation much greater than \$30 per month in other vocations, and it is self-evident that they will seek those channels rather than sacrifice their time for a mere pittance. We know that there is a general desire among the fraternity to faithfully perform the duties of their positions, and this should be met by employers with hearty cooperation. This only remedy that can safely be applied to obviate incompetency upon the part of telegraphers is to pay salaries that will command men and not boys.

Real-estate Transfers. (Only those transfers of \$1000 and over are specified below. Those below \$1000 are summarized at the end of the list.)

DAVID, Dec. 7, 1890.

CONV. A. C. STURDIVANT, Dec. 7, 1890.

W. H. Russell to David C. Lewis—NE 1/4 of NW 1/4 of sec 35 T 3 S R 13 W. \$6000.

George Hill to Charles E. Carthy—Lots 1 and 2 block P. Garvey to \$1700.

Alan S. Botsford to James B. Copp—Lots 3 and 4 block E. city boundary tract, also lots 5 block 9 Stanton street.

Lankershim R. Co. Land and Water Co. to Florence L. Hoffman—All of lot 149 (lying E. of Pacific avenue subdivision of E. 2000 acre tract of Co. Ex. M. of San Fernando, \$1480.

Irvin Wilson and Alice G. Wilson to John O. Burger—3 acres in Graven tract, Ro Santa Anita, \$1000.

William Butler to Hattie Morton—Lot 213 M. L. Wick's subdivision of Garbino subdivision of San Antonio, \$1100.

Mary E. Brown and W. S. Brown to Richard H. Hudson—S 1/4 of lot 75 McDonald tract, Ro San Pedro, \$1200.

S. H. Seth to F. Pauling, John Turner, J.

Birkenhayer, Jacob Diesterich and Conrad Bruch, trustees of the Germania Society of the Zion, Gemeinde M. & Church tract on E. Pine st, \$1000.

A. Hillard—Lots 1 and 2 in NW 1/4 of sec 35, T 3 S, R 13 W, also part of SE 1/4 of NW 1/4 of sec 35, T 3 S, R 13 W, lot 30 Ro La Canada, \$15,000.

Lankershim Ranch, Land & Water Co. to George H. Stewart—Lots 197, 198, 203, 207, 208, 211, 212, 213, all of lot 197 (lying W. of Pacific river, E. of E. of lot 101 all of lots 197 and 201, lying E. of San Fernando avenue, S 1/2 of sec 34 of T 3 S, R 13 W, also part of lot 240 lying W. of San Fernando avenue, S 1/2 of sec 34 of T 3 S, R 13 W, also part of lot 212 subdivision of E. 2000 acre tract of Co. Ex. M. of San Fernando, \$45,540.

Mrs. Carrie B. Copp to Ezra Duns—Subdivision Nos 4 and 5 of lot 19 Gunn & Hazard's subdivision of Cullen tract Ro Santa Gertrudes, \$1900.

Same to Herbert F. Smith—Subdivision 2 of lot 19 Gunn & Hazard, subdivision of Cullen tract Ro Santa Gertrudes, \$1250.

James E. Smith to Charles E. Diller—Subdivision Nos 4 and 5 of lot 19 Gunn & Hazard's subdivision of Cullen tract Ro Santa Gertrudes, \$1250.

Kaspar Cohn and G. W. Tabbs to H. S. Hudson—Lot 16, block C Walnut Grove tract, \$1000.

Same to Same—Lot 6, block N, Walnut Grove tract, \$1150.

W. M. Wells to John L. Norton—Lot 3 block 9 C M Wells tract, \$1100.

Frank F. Ward to William J. Washburn—Lot 16, block 10 Uruston tract, \$1500.

SUMMARY.

Number over \$1000..... 17

Amount..... \$103,938.27

Number under \$1000..... 5,452

Number nominal..... 15

Total..... \$109,393

WINEBURGH'S.

On Special Sale Today.

We were very busy yesterday. So wonder we offered extra bargains. Well, we will do it better for you today. We place on an:

Ladies' high-neck, long-sleeved woolen and tight-fitting Jersey Vests, a sorted colors and black, 40c each.

Ladies' all-wool scarlet ribbed Vests and Pants, all sizes, 60c each.

Infants' Saxony wool scarlet ribbed Vests, 25c each.

104 double white Blankets, colored border, \$1.00 a pair.

48x20 double Gray Blankets, \$1.10 a pair.

14-inch all-wool black cashmere Jerseys, 90c each.

44-inch wide fine black silk Luster Seilans, 50c a yard.

Fair size red-lined Bed Comforters, 75c each.

Large size red-lined Bed Comforters, 75c each.

Ladies' black saten quilted Skirts, lined and padded, \$1.00 each.

Fancy red sofa cushions, handsomely painted, white lining, 50c each (this is a bargain which you should not miss).

Children's cashmere, lace-trimmed, silk-trimmed Bonnets, 50c each.

Children's "saxony wool Bonnets, assorted colors, 25c each.

Gents' scarlet all-wool Shirts and Drawers, \$1.

Fine all-wool Henrietta Nellie Bell Caps, formerly 90c, for 50c.

50-inch-wide all-wool Tricot, good colors, 50c a yard.

Scarlet all-wool twilled Fannel, 50c a yard.

White Shaker Flannel, 25c a yard.

Stripes and checks, dark Outing Flannels, 50c a yard.

Children's merino Vests, small sizes, 25c each.

Boys' merino Vests, extra large sizes, 25c each.

WINEBURGH'S, 308-310 S. Spring.

Drink EUCALYPTA for all stomach troubles.

Don't buy cheap goods. Go to 328 and 330 South Spring St., and get the best butter in the market; always fresh at the lowest prices. Prices within the reach of everybody.

EUCALYPTA is sparkling, refreshing and pleasant.

Until you take a glass of our new stock of plain and fancy Furniture which we have just received. Prices within the reach of everybody.

W. E. BEESON, 235-237 W. First St.

EUCALYPTA purifies the breath.

Mrs. Dr. Wells Removed.

To 233 N. Broadway, "Clifton House." Many years of successful practice in diseases of women. Prompt, painless methods in renal diseases.

Tea.

We have just received a full line of new crop teas. Prices from 25c to 10c.

BOWEN & CHILDRESS, 525 and 540 S. Spring St.

EUCALYPTA, for brain troubles.

first called to this "long-felt want" during the "winter" last summer by a Times cartoon. The company is established on a solid basis, backed by ample capital, will be on business principles, and is bound to succeed.

BOY BRASS-POUNDERS.

Responsibilities of the Telegrapher—A Vital Matter.

It might possibly seem to be superfluous on the part of an organ publishing on the subject of the telegraphic profession, as it is to be presumed that a person following the business is aware of the responsibilities of his position and does not fail to be informed of the same; but there has been such a deluge of accidents recently, caused by incompetent or negligent telegraphers, that we had thought perhaps an organ of the telegraphic profession might not be out of place at this time.

Preliminary to the question at issue, we desire to state that there is no position in the transportation department which involves more responsibility than does the position of railway telegrapher, and we are at all times ready to prove this assertion should necessity require it. Secondly, we make the assertion that there has been a misconception as to the weight of responsibility resting upon the railway telegrapher. Third, we assert that employers have, in times past, become themselves responsible for the low grade of efficiency manifested in this department—actuated by a desire to secure services at the lowest possible expense by employing boys and inexperienced men at nominal salaries, regardless of any standard of efficiency.

These three statements being facts, we have before us a matter of importance to every man, woman or child within the limits of the State, and a matter which should be of the greatest importance to the public alike, and unless something shall be done to prevent the wanton destruction of human life and private property by employers, there can be no question but that legislation should be adopted compelling the employment of only reliable and competent men, qualified in every respect to assume the responsibilities of the service. It might not be out of place to briefly state some of the necessary qualifications of a railway telegrapher. He should be old enough to realize the responsibility which he assumes by reason of his position. The time has been when the "boy telegrapher" was greatly admired by the general public, and it was no uncommon thing to see a newspaper item that "Little Johnny Smith, a boy of only 10 years, has been appointed day operator at Smithville. John was said to be the youngest operator in the State, but he is better than many of those with whom he works. He is quite a curiosity, perched upon a high office stool, his feet dangling, and his little fingers flying over the keys of the lightning rapid telegraph. Johnny was quite a dime museum freak, the wonder and admiration of his playmates who as yet had not advanced further than "marbles for keeps," "kumby-kumby," "leapfrog," and kindred amusements. But alas! One day when Johnny took a train order, with his matured mind preoccupied with thoughts of the coming circus or the candy and peanuts he would buy with his money, he forgot his princely salary, he neglected to properly deliver the order, and as a consequence two engines, going in opposite directions attempted the use of the same single track, and the lives of brave men were sacrificed. Johnny's mistake was a sacrifice to Johnny's precocity. Then the bereaved ones began to think that little Johnny had better wait awhile before attempting to handle a train order, and the lives of a human life has always been met with the strongest legislation making it a crime, and we venture the prediction that competency rather than cheapness must be the voluntary rule adopted by employers in filling positions in the telegraphic department, or the general public will adopt measures compelling such a course. In a recent accident caused by a "boy telegrapher" losing his head," to use a common expression, resulting in the loss of life and great destruction, the evidence at the coroner's inquest established the fact that the boy, not 17 years of age, received a salary of \$30 per month. No responsible person would expect that any degree of competency could be purchased for such a price. The same rule holds in the employment of labor as in the purchase of merchandise—to procure the best at a good price is a good principle. Cheap prices procure shoddy goods. Men or women who qualify themselves for the responsibilities of a railway telegrapher and are really qualified can command a compensation much greater than \$30 per month in other vocations, and it is self-evident that they will seek those channels rather than sacrifice their time for a mere pittance. We know that there is a general desire among the fraternity to faithfully perform the duties of their positions, and this should be met by employers with hearty cooperation. This only remedy that can safely be applied to obviate incompetency upon the part of telegraphers is to pay salaries that will command men and not boys.

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# TWO DARING MEN.

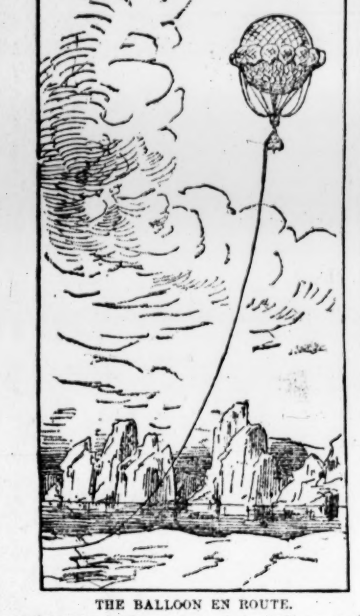
They Will Use a Balloon to Reach the Pole.

## PLAN OF FRENCH SCIENTISTS.

An Arctic Expedition from Which Great Results Are Expected—The Air Ship Which Is to Solve the Problem of the Ages—Previous Disasters.

[Copyright by the American Press Association.]  
What is at the north pole—land, ice or open water? To solve this problem many daring men have lost their lives, and now two ingenious Frenchmen propose to try the solution by a new process. They have secured the money, perfected their plans and set the laborers to work on the machinery, and now announce that they will start for the pole early in May, 1892.

In strictness of language their plan is not new, but is a new application of an old



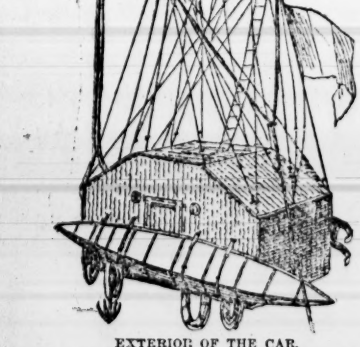
plan—by balloon—but their balloon and attachments are so very ingenious that scientific men say their plan appears feasible, and much may be discovered, even though they do not reach the goal.

The projectors are M. Besancon, aeronaut, and Gustav Hermite, astronomer, both active members of the French school of aerial navigation. Professor Silbermann in 1870 and Professor Sivel in 1874 presented elaborate calculations showing that it was theoretically possible to reach the pole by balloon, but the present projectors have adopted plans different from those of either.

Their balloon is to be a perfect sphere with a diameter of nearly 100 feet, and containing about 20,000 cubic yards, and this is to be inflated with pure hydrogen gas, which will insure a lifting power of 16,500 kilograms (about 36,000 pounds). The material is two thicknesses of the finest Chinese silk, varnished with a new preparation of their own invention, which will, they think, render it absolutely safe. So far the design is old, but they will have a smaller balloon inside of the large one, also shaped in the ordinary form, but with flexible sides; and to fill this they will have a small generator in the car below, and with it an automatic arrangement registering every variation in the force of the gas. As this smaller interior balloon can be expanded and contracted at will, they expect by it to correct all the deviations of the larger globe.

The deviations are calculated upon the established facts that for each rise of 2,900 feet or thereabout the rarity of the air increases sufficiently to nullify one-tenth of the lifting power of the gas, and many minor variations must be expected from changes of temperature. In addition twenty little globes, or balloons, will be attached to the rim of the car, which can be filled at will. The car is to be a wonderful, fully complete structure, capable of accommodating five men and eight dogs, with provisions for a month, and water casks, which are to be prevented from freezing by chemical coating. The car will be attached to a sled, a boat, guide rope and other necessary articles, and in it are to be photographic and other scientific apparatus.

These particulars indicate the plan. Arrived on the arctic border of the ice those great ice cliffs, or breaks in the ice showing open water, which no explorers have been able to pass, they will form camp and set their balloon in order. Secured by the guide rope, they will ascend say 3,000 feet, and remain till they have thoroughly surveyed and plotted all the area within sight. A practicable route



over the ice cliffs may be discovered, or they may find that the open water is narrow; in either case they will cross to the north with sled or boat, and proceed as before. If not they will try at some other point until, if necessary, they have surveyed and mapped out all the northern edge of the attainable region.

But they are confident no insuperable cliffs or open water will be found. On the contrary, they have demonstrated to their own satisfaction just where ocean and wind will suit them and have published a map of their intended route. They will reach two northern points of outcrops in July, proceed thence straight north to the pole, and keeping exactly straight on (consequently going south from the pole) they will arrive on the inhabited coast of Alaska, or the opposite coast of Asia—in a few days it is to be hoped they may. And really if the wind is favorable their estimate of ten days at the farthest is not unreasonable, for from the last easily attainable point on the one side to the first on the other is but 1,800 miles or so; but counting from the last northern point reached the interval is much less.

The unknown north seems to possess a terrible fascination for many minds, and the records made by daring men in trying to explore it are enough to give the ordinary reader a shiver. It is certain that the

and Icelanders sailed far up the west coast of Greenland over 800 years ago and soon had flourishing colonies there and in Spitzbergen. In 1800 the Zeno brothers, Venetians, went north of the most northern ice-bound settlements, and in 1497 John and Sebastian Cabot got as far north as 67 degs. before deciding that they could not sail around America by that way. The idea of a northwest passage to Asia was then taken up and pursued with great ardor for over three centuries. Expedition after expedition failed, crew after crew perished, but new men were always found eager to make the attempt.

In 1533 Sir Hugh Willoughby sailed for Nova Zembla, but he and all his men were lost. In 1595-97 Davis explored the strait that bears his name. Next Hendrik Hudson, at least all previous records by sailing up to latitude 80 degs., but on a subsequent expedition was lost. All the inlets of Hudson's bay were searched by Englishmen, who insisted that it had an opening to the Pacific, and the Russians struggled as desperately from the west, but all failed and many perished. In 1820-23 Von Wrangell made his celebrated sledge expedition and reported "an open polar sea."

This set all the explorers on a new tack. As late as 1845 the British parliament offered a reward of £20,000 to any one who should discover a passage westward from Hudson's bay.

After a dozen expeditions had failed Capt. Henry and Sir John Franklin took up the work of searching for the northwest passage. From 1818 to 1848 they and their numerous associates were the heroes of Arctic exploration, and Sir John and all his men became its martyrs. Capt. Henry invented the best sledge, with which he reached 82 degs. 45 min., the most northern latitude attained by white men before 1883. Wintering on Melville island, he established a theatre and newspaper to amuse his crews. The pathetic story of Sir John Franklin and the many search expeditions on his account are familiar to the public.

Private and public expeditions of every kind multiplied till the whole northern coast of America was explored, and still new and more eager projectors came forward to seek the north pole. On May 18, 1861, Dr. Isaac I. Hayes and one companion, Herr Kuor, reached a point of land in latitude 81 degs. 35 min., and longitude 70 degs. 30 min., but could go no farther, as the rotten ice and water would support neither boat nor sledges. Yet Dr. Hayes insists that he saw stretching far away the open polar sea, and in it a mountain, "the most northern land on the globe."

Many other expeditions got nearly as far north, and finally Capt. Charles Francis Hall, of the "American Arctic expedition," on Aug. 24, 1871, reached latitude 82 degs. 16 min.

The Greeley expedition was the last to excite general interest, and in at least one respect was the most successful, for on the 13th of May, 1883, Lieut. Lockwood and Sergt. Brainerd that expedition reached Lockwood island in latitude 83 degs. 24 min., and longitude 44 degs. 5 min.—the most northern point ever attained. Far to the northwest they saw what they named Cape Robert Lincoln, but could not reach it.

Dr. Isaac Nansen, who crossed Greenland two years ago, also proposes to try the balloon scheme in 1892, but on a different and much smaller scale than that of the Frenchmen.

He will go through Behring strait in June, thence westward to the most northern island his vessel can reach, and then proceed with sledges and boats, using a small attached balloon, only to rise a few hundred feet, and survey the region ahead of him. In August or September he expects to locate on the floating ice, and thinks at that season it will take him directly across the open sea and north to the pole. It is not easy to understand the reasoning on which he bases this hope, but he is a bold and scientific Norwegian, and his report will, no doubt, interest us if he lives.

With the balloons and others the year 1892 has fair to be a memorable one in Arctic explorations. J. H. BEADLE.

## PERSONAL.

Frank X. Engler has returned from Riverside. John L. Riemensnyder of Canton, O., is at the Hollenbeck.

E. A. Holbrook, a well-known railroad man with headquarters in San Francisco is a guest at the Nadeau.

James E. Danaher, wife and son and Miss Kate Danaher of Ludington, Me., are registered at the Hollenbeck.

W. J. Meghell and wife, J. Banneker, R. D. Humes and wife and W. J. Stewart of San Francisco are guests of the Nadeau.

D. Bennett and Charles Koster of San Diego, Adolph Wood and E. E. Ehrman of Cincinnati, O., are stopping at the Nadeau.

J. M. Austin, one of the old stockholders in the dead Tribune, arrived from the East yesterday. He will spend the winter in this city.

F. R. Manchester, who for seven years past has been in the employ of Wells, Fargo & Express, has resigned his position and accepted employment with the Equitable Assurance Company of New York.

Samples of Brown Stone from the quarry of the Ventura Brown Stone Co., were tested at the Santa Fe Machine Shop in San Bernardino on Saturday, December 6, 1890, by Master Mechanic, C. W. Decker, there being present R. H. Wade, General Manager Southern California Railway; Fred T. Perrie, Chief Engineer Southern California Railway; H. L. Deew of the Farmers' Exchange Bank, San Bernardino; and A. J. Macinnis of the Ventura Oil Stone Co. No stone tested broke under less pressure than 6,000 pounds to the square inch.

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## Notice of Foreclosure Sale.

SHERIFF'S SALE, NO. 13,440.—J. M. Creamer, plaintiff, vs. S. E. Houston and Seth S. Houston, her husband, defendants. Order of sale and decree of foreclosure and sale. Under and by virtue of an order of sale and decree of foreclosure and sale issued by the Superior Court of the county of Los Angeles, State of California on the 13th day of November, D. 1890, in the above entitled action, wherein J. M. Creamer, the above named plaintiff, obtained a judgment of decree and foreclosure and sale against S. E. Houston et al. defendants on the 13th day of November, 1890, in and to the sum of \$500.25 in gold coin of the United States, which said decree was on the 14th day of November, 1890, entered in judgment book 23 of said court at page 51, I am commanded to sell all that certain lot, piece or parcel of land situated, lying and being in the County of Los Angeles, State of California, a d bounded and described as follows: Lot number four (4) block B, in the New Electric road tract, as designated and delineated upon a certain map recorded at page 10, book 21, of the Miscellaneous Records of Los Angeles county, State of California, together with the p. r. a. water rights appurtenant thereto, together with all and singular the tenements, hereditaments and appurtenances thereto in anywise appurtenant.

Public notice is hereby given that, on Friday, the 24th day of January, A. D. 191, at 12 o'clock m. of that day, in front of the Court-house door of the County of Los Angeles, on Spring street, I will, in obedience to said order of sale and decree of foreclosure and sale, sell the above-described property, as so much thereof as may be necessary to satisfy said judgment, with interest and costs, etc., to the highest and best bidder, for cash gold coin of the United States. Dated this 5th day of December, 1890.

M. G. AGUIRRE, Sheriff of Los Angeles County.

By A. M. THOMSON, Deputy Sheriff.

Graves, O'Melveny & Shanklin, attorney for plaintiff.

## Assessment Notice.

LAW LIBRARY OF LOS ANGELES. Notice is hereby given that at a meeting of the directors, on the 8th day of December, 1890, an assessment of 50 per share was levied upon the capital stock of said corporation, payable on the 15th day of January, 1891, to L. Horton at his office, room 12, Law Building. Any stock which this assessment shall remain unpaid on said 15th day of January, 1891, will be delinquent and advertised for sale at public auction and unless payment is made before, will be sold on the 25th day of February, 1891, to pay the delinquent assessment, together with the costs of advertising and the expenses of sale.

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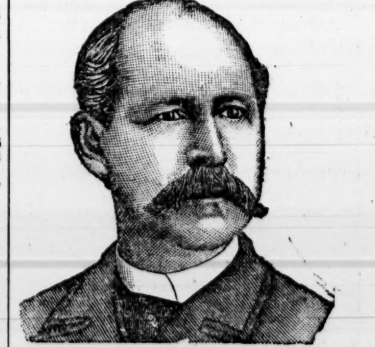
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